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THERE MAY BE A LONG DEBATE
Plan is to Go Into Committee of Whole for Discussion and Test Vote.

WASHINGTON, June 3.—The Hawaiian annexation resolution will be brought up in the House either Monday or Tuesday of next week and passed through that body after two days' discussion. The decision reached today is that the best course to pursue was to work on the Hawaiian question under the call of committees. The plan is to go into committee of the whole and then press the question for two days' discussion. This will make the first test vote on going into committee of the whole. It is believed that annexation will have a majority of at least fifty in the House and perhaps will reach seventy-five.

Should the resolution go to the Senate by Thursday, it will be offered at once, but if not till Friday the committee will hold it until the first of the following week.

There is much recrimination among the members of the Senate Finance Committee, who now, it appears, understood that no action would be taken at this session. It is understood that Aldrich and Allison, Republicans, and Jones and White discussed the matter and the latter pair drew conclusions that they had an agreement to not press the question of annexation. Annexation Senators still insist that there is no doubt of favorable action and say that the only change possible will be a falling off of the opposition vote. One advocate of annexation today said he believed that a week would be sufficient to dispose of the opposition, but the anti-annexationists believe that two weeks' debate will be necessary.

President McKinley discussed the question of Hawaiian annexation with several Representatives who were in conference with him today. He told them it was of the utmost importance that the two houses of Congress take prompt action upon the resolution. He indicated that he received assurances of a majority in the Senate who will vote for annexation, and is therefore confident that it will become a law.

TROOPS NOT YET READY.
The Chronicle of the 5th says that the next Manila expedition will not leave for a week, at least. All reports about its going Wednesday are untrue. The ships will not be ready for a few days yet, and then they must be loaded with supplies and with the stores they will carry for the sailors and soldiers already in the islands. This will consume a number of days more. June 11th is about as early a date for the expedition's departing as is hinted at by those best informed.

The delay is not in putting aboard the ships of supplies or in the outfitting of men to go, but in the making ready of the transports for their long journey. Both Major Long, who is in charge of the preparing of the ships for the reception of troops and the outfitting of all men to go, and Lieutenant-Colonel Baldwin, who is in charge of the provisioning of the forces and the subsistence stores for consumption in the Philippines, say that the Government has everything needed in the warehouses here at present.

Yesterday the loading of supplies on the Zealandia began. It will take two days to complete this task. Then the China and the Colon will receive their allotments. The exact condition of these vessels and of the Centennial is difficult to ascertain. They are nearly ready, but it may be a matter of several days before they are fully prepared for sea.

There has been no great rush in the work on them. It would seem that the Government is in no hurry to get them off on their way to Manila. The Centennial arrived on Thursday

from Puget Sound. It is understood that the Medical Board on examining her found her not ready for the trip. Changes must be made in the arrangement of berths.

The Ohio has not arrived. She, too, will have to undergo an inspection and consequent alterations, which will delay her sailing. No news of other character has been received in San Francisco by the Army officials. The Valencia, City of Para, Alameda and a half dozen others are all possibilities. Their acceptance depends entirely on the action of the War Department at Washington.

MONTEREY READY.
In the Chronicle of June 4 is the following: That floating fortress, the United States monitor Monterey, sailed down from Mre Island yesterday afternoon and anchored at her old berth off Folsom-street wharf, where she will remain until the Brutus joins her. The Monterey is all ready for her long voyage. The work on the Brutus is nearly completed, and either this evening or tomorrow both vessels will sail through the Golden Gate and head for Honolulu.

The monitor looked formidable enough before she went to the navy yard, but with the few additional coats of war paint and with her four big guns, the brightness of which relieved the gloom of the dull gray, covered with the same preparation, she looks as grim and as significant of war as anything afloat.

Show has been sacrificed to stern utility. Around her turrets fore and aft is packed some 200 tons of coal in sacks. The sacks are secured by a firmly lashed netting, and the naval authorities hope that the precautions taken will prevent the washing away of the deckload. The Monterey carries in all about 400 tons of the fuel, 210 tons being taken in her bunkers.

She will go to Honolulu, it is expected, under her own steam, but after leaving the islands her collier escort will take her in tow, as it is deemed advisable to husband the war ship's coal in case of running into trouble between Honolulu and the Philippines.

The Monterey's officers expect to make about 200 miles a day and hopeto reach Manila in about five weeks. They have no fears of the vessel's ability to make the voyage in safety, and every man on board is anxious to reach the scene of the famous May day battle and share whatever fighting Admiral Dewey may have left to be done.

A Washington dispatch says: "The reports that Cervera sailed for the Philippines instead of Cuba, and that the Cadiz fleet is now on the way to the Orient, have had no effect upon the naval administration. Arrangements for forwarding troops with a light convoy only and for sending over the Pacific the two big monitors continue. The plans for towing the Mo-nadnock developed today, when the Department of Equipment purchased the big steamer Whitgift. The vessel is three years old and can carry 4200 tons of fuel at a good rate of speed. It is calculated that the tow will move at nine or ten knots. There will be frequent stops for coal, and the monitor will be kept well filled, so that there will be no danger of an attack finding her unprepared."

Mohican in the Row.
The arrival of the U. S. S. Mohican was responsible for the excited condition of the town last evening. She came in about 8 o'clock and brought papers and about forty bags of mail. Captain Book, who was here with the ship a few months ago, is still in command. The Mohican relieves the Bennington. When the Mohican was last here she was out as a training ship and had 150 boys on board. Now there is a regulation crew. When off Waikiki the Mohican exchanged rocket signals with the Bennington.

The Mohican refused a pilot. Her crew includes 50 members of the California Naval Reserve.

MELBOURNE (VICTORIA), June 3.
—The voting in Victoria and Tasmania has resulted in the adoption of the federation bill. The result in New South Wales is still doubtful.

A GENERAL INVITATION.
The millinery displayed at L. B. Kerr's Queen street store is a sight long to be remembered. Hats and bonnets are many and beautiful. The style of trimming most artistic; the arrangement of colors most exquisite, and must be seen to be appreciated. An inspection is solicited. All are cordially invited.

ARE HEMMED IN
Merrimac Blown Up at Entrance of Santiago Harbor.

BRAVE DEED OF A LIEUTENANT
Admired By Spanish Admiral. Sampson Has Them Safely Bottled Up.

CAPE HAYTIE, June 3.—The American fleet, according to advices received by cable from Santiago de Cuba, the cable being under Spanish control, opened fire again at 3 o'clock this morning (Friday) on the fortifications and warships. The cannonade was well sustained until 4 o'clock a. m. One of the United States auxiliary cruisers, "well armed," attempted to force the passage into the harbor. The Spanish allowed the cruiser to cross the first line of torpedoes, but before she arrived at the second line they discharged at her a torpedo, which broke a great hole in her side and caused her to sink almost instantly, bow first. The name of the vessel is not known, nor is the number of victims reported.

One officer, one engineer and six sailors were made prisoners by the Spaniards.

10:25 p. m.—A dispatch from Santiago says that the vessel sunk is understood to be the Merrimac. Only the extremities of her funnel and two masts are visible above the water.

PORT AU PRINCE, June 4, 8:30 A. M.—Further news received here from Santiago de Cuba confirms the reports that the bombardment of that place began at 3 o'clock yesterday morning. After the action the Spaniards blew up with dynamite the sunken collier Merrimac, and have since been at work clearing the channel so as to, in all probability, permit Admiral Cervera's fleet to put out to sea should the Cadiz squadron, under Admiral Camara, arrive in Cuban waters to relieve the blockaded ships.

WASHINGTON, June 4.—The naval situation is believed to be entirely satisfactory. Notwithstanding the Spanish reports of the clearing away of the Merrimac, it is not believed for an instant that Sampson will submit to losing this so dearly purchased advantage, and that he can be relied upon to prevent the removal of the obstruction.

WASHINGTON, June 4.—The Navy Department heard from Admiral Sampson today, and after his dispatches were translated the following bulletin was posted:
MOLE (Hayti), June 4.—Succeeded in sinking the Merrimac in the channel of Santiago at 4 a. m. on June 3d. This was carried out most gallantly under the command of Naval Constructor Hobson and seven men. By a flag of truce from the Spanish Admiral, Cervera, sent in recognition of their bravery, I am informed all are prisoners of war, two slightly wounded. Request authority to approve exchange, if possible, between these and prisoners at Atlanta. Six of the Spanish squadron in the harbor of Santiago, unable to avoid being captured or destroyed. **SAMPSON.**

SAVED THE CREW.
WITH THE AMERICAN FLEET OFF SANTIAGO DE CUBA, June 3, via Mole St. Nicholas (Hayti), June 4.—All the members of the Merrimac expedition are safe. Only two of them were slightly injured and their names are not known. Lieutenant Hobson was not hurt. All of the Merrimac's men are held as prisoners of war.

The news of their wonderful escape was sent to Rear Admiral Sampson by Admiral Cervera, the Spanish Admiral being so struck with the courage of the Merrimac's crew that he thought Admiral Sampson should know that they had not lost their lives. Admiral Cervera's chief of staff, Captain Oviedo, boarded the New York under a flag of truce, bearing the announcement of the safety of the Merrimac's men, and returned with a supply of provisions and money for the prisoners.

KINGSTON (Jamaica), June 4.—

Hobson and the hero crew of the Merrimac were saved in the following manner: Unable, after the sinking of their vessel, to make their way back through the storm of shot and shell, they rowed into the harbor to the Spanish flagship and were taken on board unharmed. The Spanish Admiral, under a flag of truce, on Friday sent word to the American Admiral that he offered to exchange the prisoners, adding that in the meanwhile Hobson and his party would be treated with the greatest kindness.

THE MERRIMAC STORY.
NEW YORK, June 4.—A Sun cable from Kingston gives the story of the sinking of the Merrimac in part as follows: Admiral Sampson determined to block the entrance to prevent the escape of the Spanish squadron. This decision was arrived at as part of the plan of the American Government. The intention is to use land forces to compel the capitulation of Santiago and the surrender of Admiral Cervera's squadron.

Once the plan of blocking the entrance was decided upon the Merrimac was selected for the purpose, as owing to her length, 330 feet, she would completely close the channel, even if she did not sink directly across it.

Admiral Sampson caused it to be known aboard the ships that volunteers were wanted for the perilous task of running the vessel past the batteries and sinking her. It was a desperate undertaking, for the chances were very great that if the Merrimac passed the batteries unscathed she would be blown up by a mine.

This, however, did not deter either officers or men from volunteering. In fact, they jumped at the chance and 4000 signified their willingness to carry out the Admiral's plan. Naval Constructor Hobson and several other men were picked out. They at once went on board of the collier. After everything had been arranged the officers and crew of the Merrimac left her, going on board the other vessels of the fleet.

The Merrimac started for the entrance at 3 o'clock Friday morning, accompanied by some of the war ships, which poured a heavy fire upon the batteries in order to divert their attention as much as possible from the Merrimac.

For some unknown reason the Spaniards made no attempt to blow up the vessel with their mines, but they did direct some of the fire from the batteries upon her. She was hit a number of times, but the shots did not check her progress, and she went along until she reached the narrowest part of the channel, when she dropped her anchor.

Her headway caused her to drag considerably, but finally the anchor checked her and she swung broadside on to the channel. With a time fuse the men prepared an explosion in the fore hold. They lit a fuse and entered a rowboat and pushed off. There must have been a large hole torn in her hull by the explosion which followed, for she sank in a short time.

Meanwhile Constructor Hobson and the brave men with him were pulled away from the ship. They had gone only a little way when the explosion occurred, and the Merrimac gave a lunge and plunged to the bottom, going down in from thirty-five to forty feet of water. Part of her smokestack and masts project above the water.

START FOR CUBA.
MOBILE (Ala.), June 3.—The forward movement from Mobile began this afternoon. The first part of the

(Continued on Page 2.)

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